

Dec. 4, 2003

Docket Management System
Department of Transportation
Room Plaza 401
400 Seventh Street, SW
Washington, DC 20590-0001

RE: FAA Docket No. FAA-2003-15410; Airspace Docket No. 03-ALL-1

To: Whom It May Concern:

I oppose the establishment of Restricted Area 2204 (R-2204) in the area of Point Oliktok, Alaska as proposed in FAA Docket No. FAA-2003-15410; Airspace Docket No. 03-ALL-1.

As an alternative I would recommend:

1. Marking aeronautical navigation charts with an appropriate symbol and warning similar to a tall antenna tower or a transverse cable.
2. Lighting and marking the mooring cables according to safety and legal requirements.
3. Advise airman of the hazardous operations by NOTAM ten days in advance March through September, due to summer's high small aircraft traffic around the Point Oliktok landmark, and twenty-four hour advance NOTAM notice October through February.

Pilotage along the coastal areas can be taskfull depending on light and weather conditions, following the coastline is often the safest option. The restricted area (R 2204) would eliminate the possibility, and the ability of using Oliktok as a landing field, posing an additional hazard to aircraft and life.

Even though the moored balloon experiment will probably yield usable results. I believe that the FAA Administrator should not allow even a restricted airspace to exist in order to waiver common safety practices, legal requirements (14 CFR Part 101, Section 101.5, Section 101.7(a), Section 101.11, Section 101.13(a)(3 and4)), and procedures set forth in Advisory Circular AC 70/7460-1K on Obstruction Markings.

Sincerely,

Roger Weggel

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